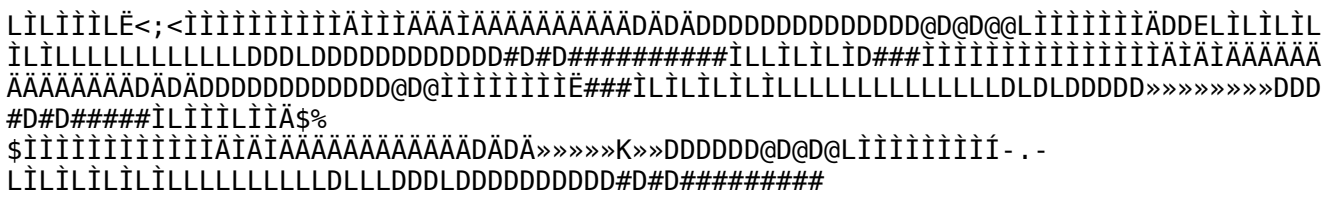

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§#ÿÿ####ÿÿ####Uÿl#ÿÿK#########d#########Õ###1942  Women□s Airforce Service Pilots
(WASPS)1948  Women□s Armed Services Act1967  Congress repealed 2% ceiling for
women1973  Women entered naval aviation training as pilots1973  First women naval
flight surgeons1974  First woman naval aviator1978  First woman naval flight
instructor1979  Women entered naval flight officer training1979  First Navy woman
carrier qualified1988  Fleet Air Reconnaissance squadrons opened to women1990
First  woman XO /CO of a warfare specialty squadron1992  First woman naval aviator
selected for space shuttle1992  Presidential Commission on Women in  the Armed
Forces1993  SecDef lifts restrictions on women flying combat missions1994  First
fully qualified F14 Tomcat pilotü
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C#ÿÿ$###ÿÿ#####ÿ□#ÿÿd#########d#########À###198   Naval Aviators 78
Student Naval Aviators 77   Naval Flight Officers 41   Student Naval Flight
Officers394 Total = 3% aviation population About 500 women trained since 1973

□úÿÿ,###ÿÿ#####ÿ□#ÿÿd#########d#########/###Navy and Marine Corps Aviation Selection Tests #

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Ë#ÿÿ####ÿÿ#####ÿ□#ÿÿd#########d#############  Math/Verbal
      Mathematics  Mechanical Comprehension          Mechanical Aptitude  Spatial
Apperception                  Spatial Orientation  Aviation & Nautical Information
      Naval Terminology                              Aerodynamic Concepts
Biographical Inventory        Personal History                   Personality traits
```

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ÿd#########d#########Ó###  Academic Qualification Rating              AQR  Pilot
Flight Aptitude Rating                   PFAR  Flight Officer Flight Aptitude
Rating           FOFAR  Pilot Biographical Inventory                  PBI  Flight
Officer Biographical Inventory           FOBIR
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Cúÿÿ ###ÿÿ#####ÿ□#ÿÿd#########d#########M###1992 Presidential Commission on the
Assignment of Women in the Armed Services#
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K#############T#l###K#########d#########É###Fitness standards should depend solely on task requirements.Individual differences usually supersede gender differences. There is no physiological evidence for categorical restriction for combat aviation.Selection/training criteria should not be altered.Future research must include both female and male subjects.Requirements for strength and endurance are gender neutral.Sensory, perceptual, and psychomotor performance for men and women are similar.#

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ÿK#########d#########h### Physiologic risk profiles have differences but appear comparable. Performance responses during the menstrual cycle are individual. Health care use not equated with time lost on job. Pilot decompression sickness susceptibility appears comparable. Gender affects fit of aviation life support equipment. Bonding of athletes depends on the ability to perform

#################$###########################ÿ□#ÿÿd#########d#########3##□##Fõ·ùþ
F##############ÿ□#ÿÿd#########d#########^### G- Tolerance   No difference up
to 7 G   Menstrual cycle had no effect Some urinary stress incontinence
Sensory, perceptual, psychomotor performance   Individual differences are greater
than gender   differences Training, aiding, or better design will solve
most   problems Cardiovascular   No differences in responses to aviation
environment

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Muscle strength and anaerobic capacity   Lower than men, but physical demands of aircraft   not defined
      Exercise increases capacity Thermoregulatory responses   No exclusion bias if women are fit, acclimated , and otherwise suited (strength and size)
Reproductive   Day 9 of embryo development most sensitive to effectsof vibration and altered gravity.   Menstrual cycle performance individualized.

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No physiological basis for categorical gender exclusion Need to increase understanding of physiological requirements for optimal aircrew performance Current selection and training does not measure specific traits such as strength and endurance Need to define human performance envelope to better match aviator-aircraft interface

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□#ÿÿ$###ÿÿ#####ÿ□#ÿÿd#########d#########□###   Females                      Males
Excessive refractive error    17    Excessive refractive error     912Defective DVA
      10    Defective DVA                     768Incomplete physical           6
      Rhinitis                                    81Anemia               4
      Incomplete physical                52Pregnancy               3   Defective
depth perception     48Buttock-knee length, reach       3  Motion sickness
47Rhinitis                2   Hearing loss                 47Motion Sickness
2     Renal calculi                45Benign neoplasm        1   Hypertension
            32Defective NVA           1   Not obese, out of standard      29
Restrictive airway             1   Disk displacement                  25
Syncope, recurrent             1   Height below standard            17Not
obese,but out of standard   1 Defective NVA           16Headache               1
      Medication             15FAR below minimum              1 Microhematuria
      20Meniscectomy                           1     Anterior cruciate ligament
      13          #
```

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##ÿÿ####ÿÿ#####ÿ□#ÿÿd#########d#########â### About 500 Navy women have been designated pilots and NFOs since 1973. Women currently comprise 3% of the aviation population.. With the lifting of combat restrictions, 30% of the women now fly TACAIR. Women applicants have lower Aviation Selection Test Scores than men.. Generally training grades do not differ significantly for men and women.. The highest rate of attrition for men and women is Drop on Request.

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